

DATE 2310Z 09 AUG 62

~~SECRET~~

R  
1 C/DO 4 OD  
2 / 5 /  
3 / 6 CD

TO :

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

EO 12958 3.3(b) (1)>25Yrs  
(N)

INFO : S/C (11)

APPROVED FOR RELEASE  
DATE: AUG 2007

ROUTINE

MD  
SB  
RB

TOR: 2333Z 09 AUG 62

Red

IN: 45295

TO

INFO

CITE

5761

OXCART

REF: 5745, PARA 2 (IN 45206)

1. FSW NBR 19 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH  
ABSOLUTE NEED TO KNOW.

2. IT IS QUITE APPARENT MANY CONFLICTING STORIES RECEIVED ON  
GO NBR 32. ANALYSIS OF AO, TRACES AND FURTHER DEBRIEFING NOW SHOW  
A DIFFERENT PATTERN.

A. AT BASE MINUS 4, IAS OF BASE, MACH OF BASE PLUS POINT 62,  
THE R.H. ENGINE WENT INTO COMPRESSOR STALL AND A/B BLOW OUT. BYPASS  
DOORS IN AUTOMATIC AND APPROX. 90 PER CENT CLOSED AT TIME OF STALL.  
R.H. SPIKE BELIEVED TO BE IN FURTHER AFT POSITION THAN SCHEDULED.

B. DRIVER CUT OFF L.H. A/B ONLY AND SLOWED DOWN TO APPROX.  
IAS OF BASE MINUS 25, MACH OF BASE PLUS POINT 51; R.H. ENGINE  
RECOVERED AND LIT BOTH A/B'S. MADE CLIMB TO ALTITUDE OF BASE MINUS  
4, IAS OF BASE, MACH OF BASE PLUS POINT 6. THE R.H. ENGINE AGAIN  
ENCOUNTERED THE IDENTICAL STALL PATTERN, ONLY DIFFERENCE, THE BYPASS  
DOORS WERE IN MANUAL OPEN. DRIVER AGAIN CUT OFF A/B ONLY ON L.H.

(CONT.)

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GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION.  
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[REDACTED] 5761 (IN: 45295)

PAGE TWO

ENGINE, R.H. ENGINE RECOVERED AT SLOWER IAS & MACH AS MENTIONED  
PREVIOUS.

C. NO PROBLEMS ON L.H. ENGINE - ALL OPERATION AS DIRECTED BY  
DRIVER.

D. PULLED BOTH SPIKES. FOUND DAMAGED AND INOPERABLE SPIKE  
POSITION FEED BACK MECHANISM. AS IT STANDS, THE SPIKE POSITION  
(TOO FAR AFT) INDUCED BOTH STALL CONDITIONS IN R.H. ENGINE.  
SPIKE FEED BACK MECHANISM NOW BEING REPLACED AND WILL GO THROUGH  
EXTENSIVE CHECK OUT PRIOR TO GO NBR 33 SCHEDULED 14 AUGUST.

E. LAC INSTALLING NEW SPIKE POSITION MEASURING DEVICE SHOULD  
POSITION FEED BACK MECHANISM MALFUNCTION AGAIN.

END OF MSG

~~SECRET~~